

**LEGISLATIVE SERVICES AGENCY  
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House  
(317) 232-9855

**FISCAL IMPACT STATEMENT**

**LS 6224**

**BILL NUMBER: SB 31**

**DATE PREPARED:** Apr 5, 2001

**BILL AMENDED:** Apr 5, 2001

**SUBJECT:** Commerce Corridor Property

**FISCAL ANALYST:** James Sperlik

**PHONE NUMBER:** 232-9866

**FUNDS AFFECTED:**     **GENERAL**  
                              **X DEDICATED**  
                              **FEDERAL**

**IMPACT:** State

**Summary of Legislation:** (Amended) This bill: 1) changes commerce corridors to statewide mobility corridors. It provides that if the Indiana Department of Transportation (INDOT) does not acquire or commence condemnation proceedings to acquire real property, rights, or easements adjacent to a statewide mobility corridor within ten years after filing a description of the property in the county recorder's office (instead of three years provided for other property not adjacent to a commerce corridor), the INDOT loses the right to receive notice of improvements, subdivisions, or changes on the property that the Department acquired when it filed the description of the property; 2) requires the INDOT to establish a pilot project for the development of a corridor preservation program along U.S. 31; 3) requires the removal of at least 5 stop lights on U.S. Highway 31 between Interstate Highway 465 and the city limits of South Bend; 4) requires the INDOT to forfeit \$500,000 for each violation of the requirement. 5) requires the INDOT to transfer the forfeited money to the U.S. Highway 31 Upgrade Fund; 6) requires the INDOT to make the transfer within 30 days of the violation; 7) sets forth the criteria for determining whether a traffic signal should be installed on U.S. Highway 31 between Interstate Highway 465 and the city limits of South Bend.

**Effective Date:** July 1, 2001.

**Explanation of State Expenditures:** (Revised) Part 1) While a scenario could develop that could eventually increase costs to the INDOT, there is no direct fiscal impact from this proposal. The fund affected is the State Highway Fund.

Part 2) The INDOT reports that this provision will have no additional fiscal impact on them. They report that they have been working on such a project.

Part 3) Stoplight removal

*Fiscal Impact:* The cost to remove one stoplight is estimated at \$17,500. Based on this estimate, the total cost to remove the five stoplights required in this bill would be \$87,500. The fund affected is the State Highway

Fund. The stoplights must be removed not later than July 1, 2002. In addition, if there is a compelling need to cross U.S. Highway 31, the INDOT shall construct an overpass or underpass. The INDOT may barricade the intersecting road or street to prevent egress or ingress or install flashing lights at the intersection. The cost to construct one overpass or underpass is estimated at \$150,000.

Parts 4, 5, and 6) require the INDOT to forfeit \$500,000 for each violation of the requirement of removing five stoplights. The money from any forfeiture is to be deposited in the U.S. Highway 31 Upgrade Fund within 30 days of the violation for the purpose of converting U.S. Highway 31 to a limited access highway.

*Fiscal Impact:* The specific impact to INDOT will depend upon the number of violations which occur.

Part 7) sets forth the criteria for determining whether a traffic signal should be installed on U.S. Highway 31 between Interstate Highway 465 and the city limits of South Bend.

*Fiscal Impact:* The specific fiscal impact will depend upon the number of traffic signals installed.

**Explanation of State Revenues:**

**Explanation of Local Expenditures:**

**Explanation of Local Revenues:**

**State Agencies Affected:** Department of Transportation.

**Local Agencies Affected:** County Recorder; counties through which U.S. Highway 31 passes from Hamilton county to St. Joseph county.

**Information Sources:** Kevin McClure, Director of Land Acquisition for the INDOT, 232-5001; Kathy Noland, Director of Public and Legislative Affairs for the INDOT, 232-0694; Rick Whitney, Controller and Deputy Commissioner of the INDOT, 232-1472.